

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

10 NOV 1928

Date of writing Report 7 Nov. 1928. When handed in at Local Office 19 Port of Amsterdam  
 No. in Survey held at Rotterdam Date, First Survey 1 May 20 Last Survey 6 Nov. 1928  
 Reg. Book. on the S.S. "Jonge Johanna" (Number of Visits 33)  
 Built at Rotterdam By whom built P. Smit Jr. Yard No. 437 Tons { Gross 1463.77  
 Engines made at Rotterdam By whom made P. Smit Jr. Engine No. 445 when made 1920. Net 786.11  
 Boilers made at Rotterdam By whom made P. Smit Jr. Boiler No. 555/556 when made 1920.  
 Registered Horse Power 1325 Owners "Schiedamsche Vaart" Company Port belonging to Rotterdam  
 Nom. Horse Power as per Rule 250 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Trade for which Vessel is intended General trade.

Engines, &c. 207/8, 32 1/4, 8 5/8 Vertical triple expansion Revs. per minute 85  
 Dia. of Cylinders 530 x 810 x 1400 mm Length of Stroke 185 mm No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule appx. 185 mm Crank pin dia. 185 mm Crank webs Mid. length breadth 420 mm Thickness parallel to axis 215 mm  
 as fitted 185 mm Mid. length thickness 185 mm shrunk Thickness around eye-hole 145 mm  
 Intermediate Shafts, diameter as per Rule appx. 270 mm Thrust shaft, diameter at collars as per Rule appx. 285 mm  
 as fitted 270 mm as fitted 285 mm  
 Tube Shafts, diameter as per Rule appx. 300 mm Is the tube screw shaft fitted with a continuous liner Yes  
 as fitted 300 mm  
 Bronze Liners, thickness in way of bushes as per Rule appx. 17 mm Thickness between bushes as fitted 17 mm Is the after end of the liner made watertight in the propeller boss Yes  
 as fitted 17 mm If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length  
 If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive  
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft  
 Length of Bearing in Stern Bush next to and supporting propeller 1200 mm  
 Propeller, dia. 4300 mm Pitch 4150 mm No. of Blades 4 Material Bronze whether Movable Total Developed Surface 5.95 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 90 mm Stroke 500 mm Can one be overhauled while the other is at work Yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 90 mm Stroke 500 mm Can one be overhauled while the other is at work Yes  
 Feed Pumps No. and size 2 6" x 8 1/2" x 10" Pumps connected to the Main Bilge Line No. and size 1 Duplex 6" x 6" x 6"  
 How driven Steam How driven Steam  
 Ballast Pumps, No. and size 1 Duplex 8" x 9" x 8" Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler  
 Bilge Pumps;—In Engine and Boiler Room 2 6 3/8" 1 1 1/4" 1 2 6 3/8" in tunnel well; 2 2 6 3/8" in bunkers  
 In Holds, &c. No 1 hold 2 2 6 3/8" No 2 hold 2 2 6 3/8" No 3 hold 2 2 6 3/8"  
 No 4 hold 2 2 6 3/8"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 2 1 1/4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 2 1 1/4"  
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves & Cocks  
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Below  
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes  
 What Pipes pass through the bunkers Bilge pipes How are they protected Limberboards  
 What pipes pass through the deep tanks Have they been tested as per Rule  
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from top grating

MAIN BOILERS, &c.—(Letter for record 2(S) Total Heating Surface of Boilers 340 sq. ft. 366 sq. ft.  
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Multitubular Marine Working Pressure 134 lb. = 190 lb.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes 2SB.  
 IS A DONKEY BOILER FITTED? No If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting 26-3-28 Main Boilers 1-3-28 Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters General Pumping Arrangements 10-4-28 Oil fuel Burning Piping Arrangements

## SPARE GEAR. State the articles supplied:—

2 Connecting rod bolts and nuts (top end)  
 2 Connecting rod bolts and nuts (bottom end)  
 2 Main bearing bolts. 1 set of coupling bolts.  
 1 set of feed and bilge pump valves. 1 set of S. & P. piston springs.  
 50 Assorted bolts and nuts. 1 Cast iron propeller.  
 8 Gauge glasses. 10 Condensor tubes. 10 Condensor ferrules.  
 10 Plain tubes.  
 4 Stay tubes.  
 1/2 set fire bars.

The foregoing is a correct description,

MACHINEFABRIEK &amp; SCHEEPSWERF

van P. SMIT Jr.

Manufacturer.



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Lloyd's Register  
Foundation

003838-003845-0330



May 1-9-16-29-31; June 29; July 16-25  
During progress of work in shops -- Aug: 1-20-23-27-28; Sept: 7-12-22-24-25-26-28.  
Dates of Survey while building During erection on board vessel --- Oct: 1-5-9-11-12-16-18-22-24-29-31  
Nov: 6.  
Total No. of visits 33

Dates of Examination of principal parts—Cylinders May 16-19; July 25; Sept 28. May 1-16; July 25 Covers May 1; June 29; July 25  
Pistons May 1-9; June 29 Piston Rods May 1; June 29; July 25 Connecting rods May 1; June 29; July 25; Sept 28  
Crank shaft May 29; July 16-25 Thrust shaft May 29; July 25 Intermediate shafts May 29; July 25  
Tube shaft --- Screw shaft May 29; Aug 23-27 Propeller 4 September 30 October  
Stern tube May 29; Aug 20; Sept 4-12. Engine and boiler seatings Sept: 7-12. Engines holding down bolts Sept 28; Oct 5  
Completion of fitting sea connections Sept: 22.  
Completion of pumping arrangements October 29. Boilers fixed Sept: 25 Engines tried under steam 6 November.  
Main boiler safety valves adjusted 29 October 28 Thickness of adjusting washers  $12\frac{1}{2}$  -  $12\frac{1}{2}$  ;  $12\frac{1}{2}$  -  $13$  mm.  
Crank shaft material S.M. steel Identification Mark LLOYD'S 5-5-1928 Thrust shaft material S.M. steel Identification Mark LLOYD'S 5-5-1928  
Intermediate shafts, material S.M. steel Identification Marks LLOYD'S 2439-2442 Tube shaft, material --- Identification Mark ---  
Screw shaft, material S.M. steel Identification Mark LLOYD'S 2439-2442 Steam Pipes, material Steel Test pressure 600 lb. Date of Test Oct 9-16-28  
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ---  
Have the requirements of the Rules for the use of oil as fuel been complied with ---

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo --- If so, have the requirements of the Rules been complied with ---  
Is this machinery duplicate of a previous case No If so, state name of vessel ---

General Remarks (State quality of workmanship, opinions as to class, &c. The vessel's machinery has been made in accordance with the Society's rules approved plans and Secretary's letter. Material tested as required and workmanship good. The whole was found in a good working condition during the trial trip on the North Sea. I am of opinion that this vessel is eligible to be recorded in the Society's Register book with LLOYD'S L.M.C. 11-28 C.L.

It is submitted that this vessel is eligible for THE RECORD. + L.M.C. 11-28 C.L. F.D.

J.S.M. 14/11/28.

*[Signature]*

Certificate to be sent to  
The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £40.00: When applied for, 9/11 1928  
Special ... £764.40: 15/11 1928  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £33.00: 15/11 1928

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 16 NOV 1928

Assigned

Thurs 11. 28

J.A. C.

CERTIFICATE WRITTEN.



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